

# Broad Street Parkway

**April 20, 2006**

**Follow up to January 31, 2006  
meeting**

# Outline of Presentation

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- Properties that have been acquired
- Authorization for DOT to acquire properties
- Project budget and expenditures
- Cost comparison
- Air quality, traffic and economic development issues

# Properties that have been acquired

	Acquisition \$ to date	Relocation \$ to date	Demolition \$ to date	Assessed Value
	\$6,567,500	\$3,479,743	\$515,709	\$3,102,300
TOTAL acquisition, relocation and demolition spent				\$10,562,952
TOTAL assessed value				<u>\$3,102,300</u>
				<b>\$7,460,652</b>

# Authorization for DOT to acquire properties

# Project budget and expenditures

	Est. project cost 2001	Expended or Encumbered to date
Preliminary engineering	\$ 4.0 million	\$ 4.2 million
Right of way purchase and relocation	\$16.2 million	\$10.0 million
Demolition of structures	\$ 2.1 million	\$ 0.5 million
Project construction	\$28.0 million	\$ 0.0 million
<b>Total to date</b>	<b>\$50.3 million</b>	<b>\$14.7 million</b>

# Cost comparison

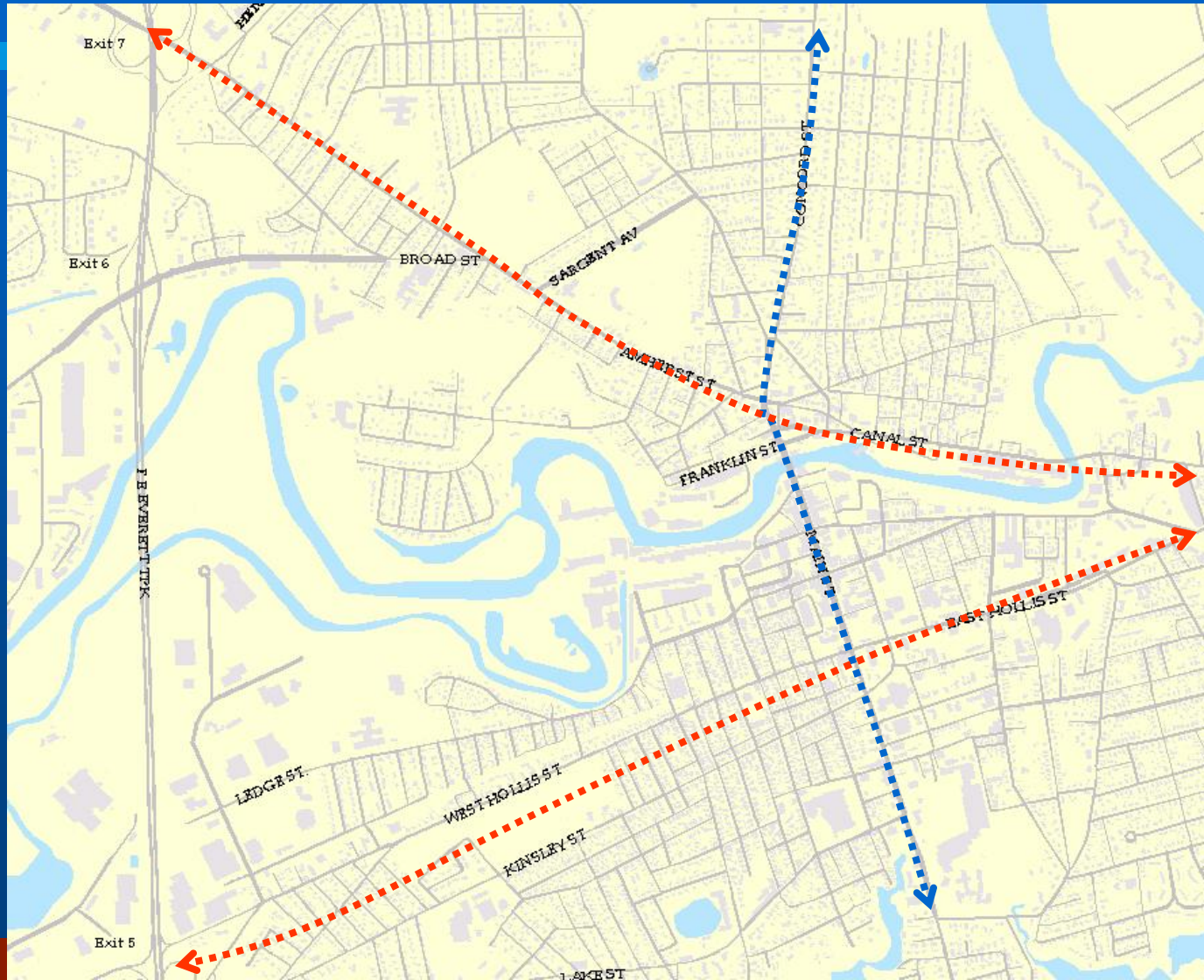
	Build	No Build
Local match	\$6,200,000	
Repayment to FHWA		\$14,700,000
Potential revenue from sale of properties		-\$3,102,300
Replace Baldwin Street bridge		
Replace Fairmount Street bridge		
Repair Boiler House stack in Millyard		
TOTAL	\$6,200,000	\$11,597,700

# Justification for Broad Street Parkway

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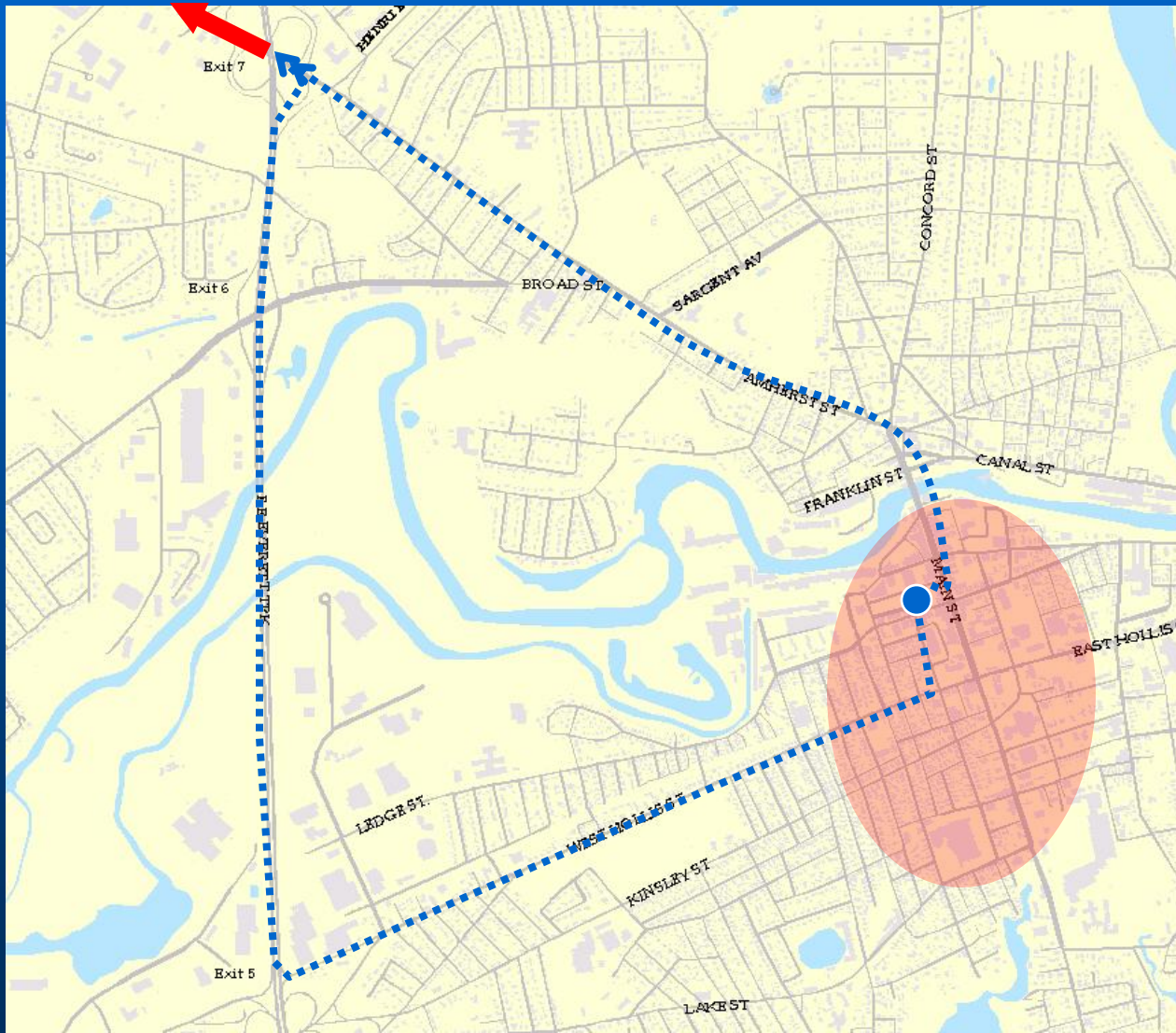
- Reduce traffic congestion
- Reduce air pollution
- Spur economic development
- Improve public safety

# Downtown Traffic – Limited Routes





# Downtown Traffic – Limited Routes



- If someone wants to travel from a location downtown to Amherst St. going west there are two choices....

# Traffic on Main St and FEET

Year	FEETurnpike N of Ex 5	Main St @ Nashua River
1996	93,965	-
1997	95,386	36,899
1998	92,965	39,299
1999	99,015	-
2000	101,073	34,497
2001	116,262	-
2002	119,440	32,127
2003	123,063	-
2004	126,336	-
2005	127,850	26,390

# Future Downtown Traffic

- Estimated Capacity of FEETurnpike north of Exit 5 is 138,000 vehicles per day
- Traffic on FEETurnpike north of Exit 5 is increasing by 3.13% per year – will reach capacity between 2007 and 2008
- Estimated capacity of Main Street at Nashua River is 25,800 vehicles per day
- Once FEETurnpike reaches capacity traffic on Main Street will begin to increase again

# 2025 Forecast Downtown Traffic



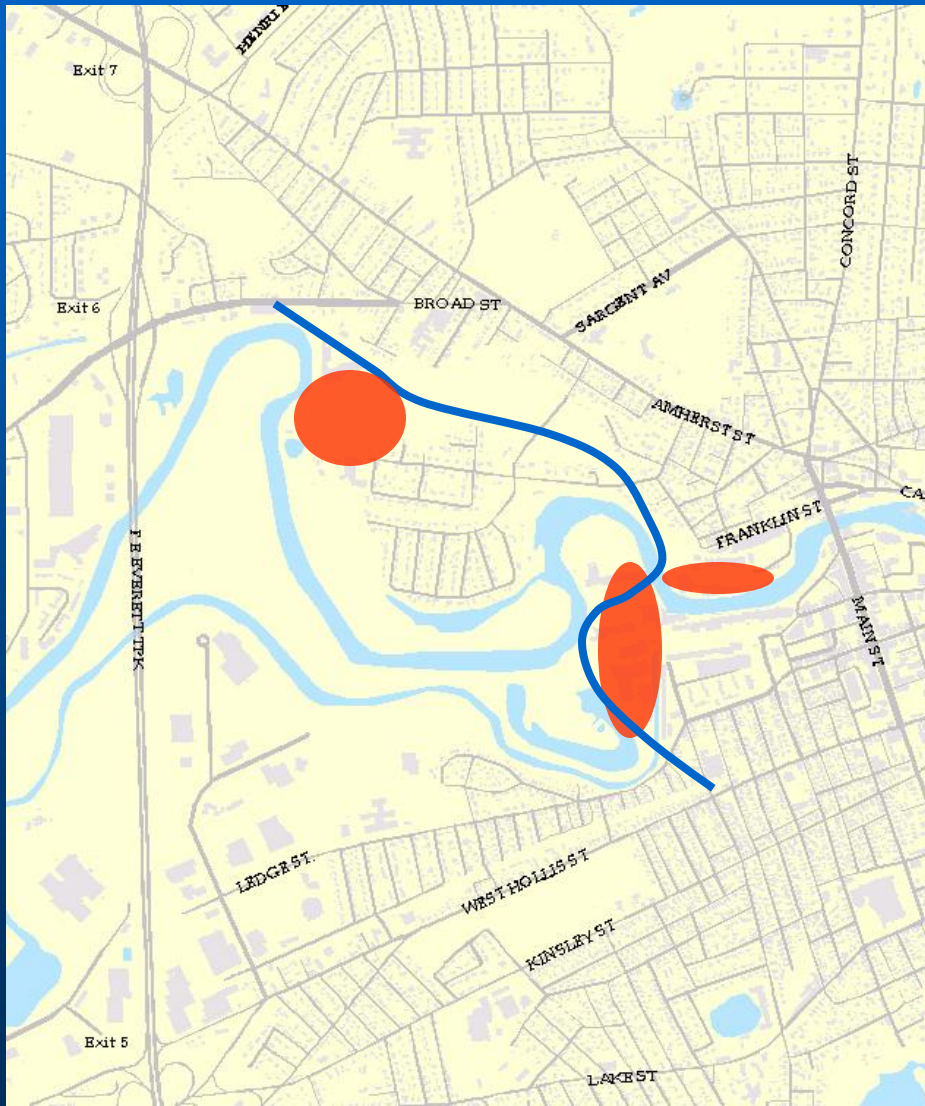
	Without BSP	With BSP
Main St	41,800	28,900
Broad Street Parkway	-	23,500
FEE Turnpike	149,200	138,600
Total	191,000	191,000



# Air Quality

- When Broad Street Parkway was first proposed, Nashua had issues with three air pollutants – Carbon Monoxide (CO), Hydrocarbons (HC) and Nitrous Oxides (NO<sub>x</sub>).
- Carbon Monoxide is no longer an issue due to improvements in vehicles and reformulated fuels.
- Nashua area remains non-attainment for HC and NO<sub>x</sub>

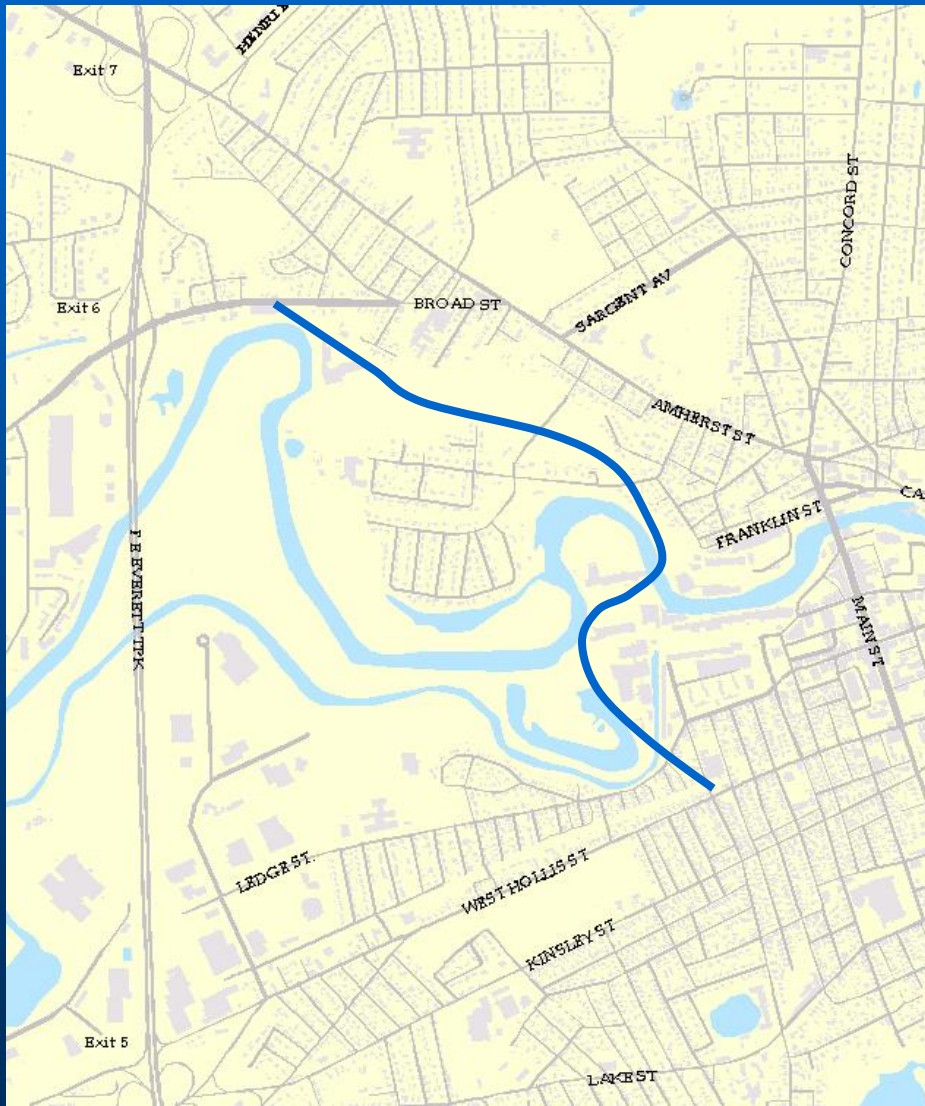
# Economic Development



Broad Street Parkway provides access to three redevelopment areas:

- Mohawk Tannery
- Franklin St-Front St
- Millyard

# Public Safety



- Currently two choices for north-south emergency access:
  - Main Street
  - FEE Turnpike
- Broad Street Parkway adds third north-south emergency access route



Questions?



# Alternatives for Consideration

- What is the policy of the City of Nashua regarding the Broad Street Parkway? Three alternatives:
  - #1 - Development of the Broad Street Parkway is a priority for the city and should be actively pursued
  - #2 - The Broad Street Parkway is no longer a priority for the city and the city should take whatever steps are necessary to end the development of the project and discharge whatever responsibilities remain.
  - #3 – Do nothing

# Broad St. Parkway to be Developed

- Steps to Complete 2003 Concept Broad Street Parkway
  - #1 - Approve Municipal Management Agreement
  - #2 - Finalize 2003 Concept including intersection with Broad Street, Franklin Street extension, and Pine Street
  - #3 - Develop Process to complete environmental requirements for 2003 Concept.

# Broad St. Parkway to be Developed

- Steps to Complete 2003 Concept Broad Street Parkway (continued)
  - #4 - Complete environmental review requirements
  - #5 - Identify source for \$6 million in matching funds
  - #6 - Secure Federal Highway Administration approval
  - #7 - Restart project design process
  - #8 - Complete right-of-way acquisition
  - #9 - Construction

# Broad St. Parkway to be Developed

- Costs to Complete 2003 Concept Broad Street Parkway
  - Previously acquired right-of-way will be used
  - Many elements of previous design can be used
  - Rizzo Associates estimated total cost of \$44 million using unit costs in 2003. This represents a preliminary estimate only. *This figure should be used with caution since it is not an actual cost estimate based on a full design and current materials costs.*

# Broad St. Parkway to be Developed

- Timeline (Rizzo Associates estimate):
  - Finalize 2003 Concept and complete environmental analysis: 12 months (2006)
  - Design and completion of right-of-way: 18 months (2007 to mid-2008)
  - Construction: 48 months (2009 - 2013)
- NH DOT 10 Year Transportation Plan - Funding available for construction in 2006 to 2012

# Broad St. Parkway to be Developed

- Risks of building Broad Street Parkway
  - Costs could be higher than expected requiring additional city funds
  - If Tax Increment Financing or some other innovative funding technique is used for the match there is risk that the funds may not accrue as expected
  - Land use impacts in the Tree Streets neighborhood

# No Broad St. Parkway

- Steps to close down Broad Street Parkway project:
  - #1 - Formal decision by Board of Aldermen
  - #2 - Resolve outstanding issues
    - Millyard Smokestack - decaying and in danger of collapse
    - Coal House - environmental safety hazard
    - Nimco Building - owned by city, occupied by Nimco
    - Baldwin St. and Fairmount St. bridges over RR tracks must be replaced
  - #3 - Formally notify Federal Highway Administration of decision
  - #4 - Pay back expended federal monies

# No Broad St. Parkway

- Costs to close down Broad Street Parkway project:
  - Federal funds expended to date: \$14.3 million
  - Federal funds expended to date are entirely 100% funds meaning the city has not yet contributed to project
  - Right-of-way properties could be sold to help payoff expended funds. Total purchase price was \$9.4 million. Without appraisal it is difficult to estimate sale value today.
  - NH DOT does not have a stake in this project and so no money is available from them to help payoff the project



# No Broad St. Parkway

- Disposition of remaining federal funds:
  - \$44.2 million in federal funds set aside for this project
  - \$34.2 million of these federal funds are earmarks
  - Earmarks cannot be transferred to other uses without an act of Congress

# No Broad St. Parkway

- Risks of not building the Broad Street Parkway
  - Potential loss of development and investment in city
  - If regional traffic worsens as expected conditions on Main Street and Amherst Street could worsen with no option for improvements
  - Regional air quality could worsen due to increased traffic congestion

# Do Nothing on Broad St. Parkway

- Steps needed if the city decides to do nothing on Broad Street Parkway:
  - #1 - Direction to staff by the Board of Aldermen
  - #2 - Resolve outstanding issues
    - Millyard Smokestack - decaying and in danger of collapse
    - Coal House - environmental safety hazard
    - Nimco Building - owned by city, occupied by Nimco
    - Baldwin St. and Fairmount St. bridges must be replaced

# Do Nothing on Broad St. Parkway

- Risks of taking no action:
  - Inflation will erode available funding, so that funds may not be enough to build project if decision is ever made to do so
  - Investors making development decisions for properties along Broad Street Parkway may move on
  - Properties acquired for right-of-way will remain in city ownership and will not provide tax revenue or serve useful purpose
  - Congress may rescind earmarked project funds

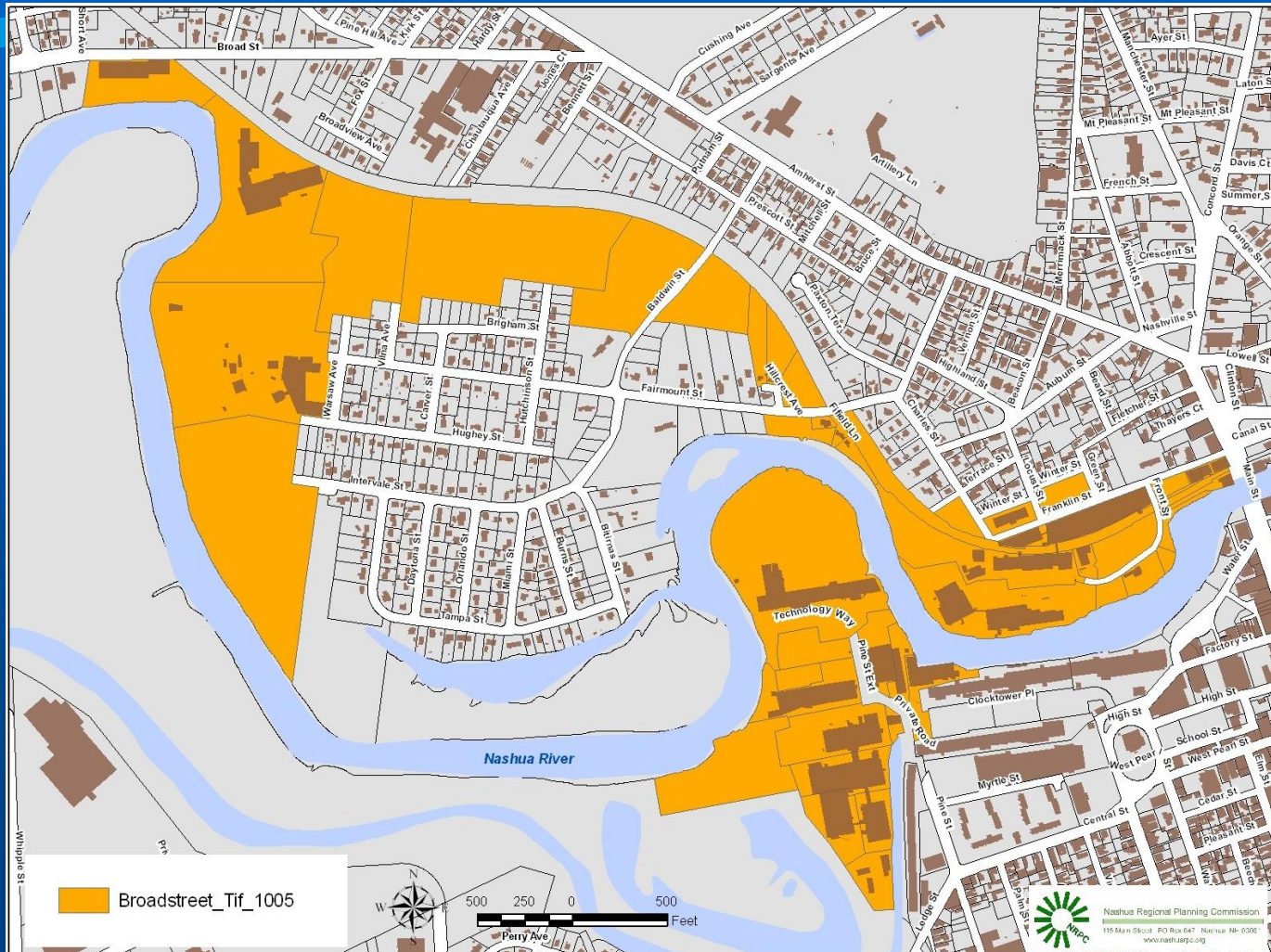
# Broad Street Parkway Tax Increment Finance District

**Jay Minkarah**

Economic Development Director

City of Nashua

# Tax Increment Finance District



# Tax Increment Finance District

- Total Area: 133.5 acres (.68% of total City area)
- Total Value: \$25,330,800 (.37% of total City Assessed Value)

# Potential Developments

- Mohawk Tannery: 90+/- Residential Units & Neighborhood Shopping Center.
- Front Street: 160 to 200 Residential Condominium Units
- Franklin Street: 180 to 200 Residential Condominium Units & 130,000 sq. ft. retail/business office

*(numbers approximate based on concept plans)*



# Potential Added Value\*

Mohawk Tannery:	\$ 29,625,000
Front Street:	\$ 40,500,000
Franklin Street:	\$ 53,500,000
Total:	\$123,625,000

\* Based on estimated values of \$225,000/unit residential and \$100 to \$125/sq. ft. commercial

# Incremental Value Needed

- \$6.2 million bonded over 15 yrs = annual payments of \$930,000, approx.
- Additional (incremental) assessed value needed = \$67,293,777\*

\* Based on a tax rate of \$16.32 minus \$2.5 State Education Tax

# Estimated Value/Cost Comparisons

- Total Additional Value: \$123,625,000
  - Value Needed: \$ 67,293,777
  - Difference: \$ 56,331,223
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- Additional Tax Revenue: \$1,708,498
  - Tax Revenue Needed: \$ 930,000
  - Difference: \$ 778,498



Questions?

# Appendix

- History of Broad Street Parkway
- 2001 Concept
- 2002-2003 Concept Revision Process
- 2003 Concept
- Federal Highway Administration Approvals Needed for Revised Concept
- Design Status of 2001 Concept
- Municipal Management Agreement
- Right of Way

# History of Broad St. Parkway

- First public meeting held in 1978
- Major Events:
  - Scoping Session for Environmental Impact Statement in September 1988
  - Earmark of \$7.933 million by Congress between 1988 and 1990 which does not require match
  - Release of Draft EIS in January 1993
  - Earmark of \$1.172 million by Congress between 1992 and 1997

# History of Broad St. Parkway

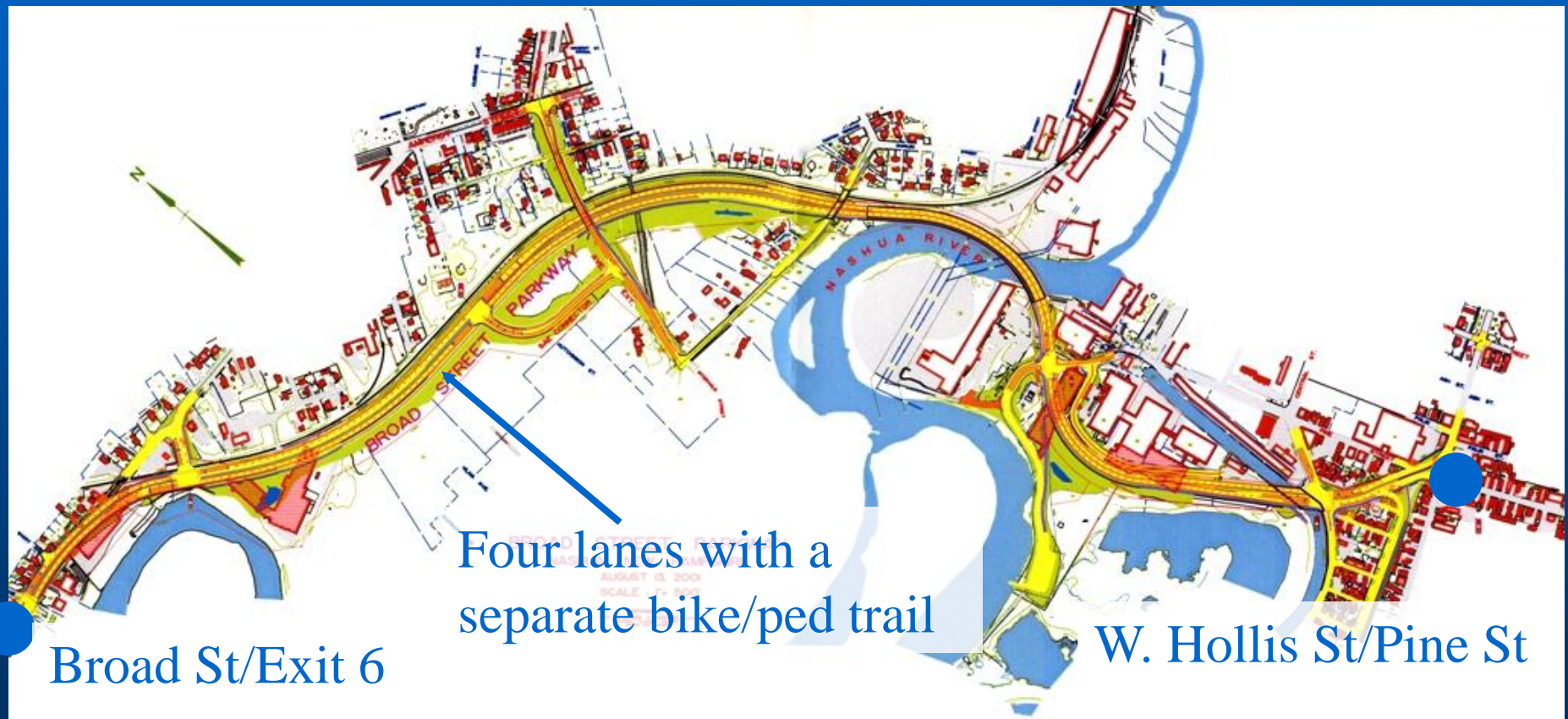
- EIS Public Hearing in August 1994
- FHWA Record of Decision for Final Environmental Impact Study in March 1997
- City of Nashua requests NH DOT to assume project management responsibility for Right-of-Way acquisition (October 1996), and for Design and Construction (March 1997)
- Referendum passes in support of “work, planning, construction and monetary expenditures for Broad St. Parkway” in November 1997

# History of Broad St. Parkway

- NH DOT acting for City initiates project design process in May 1998
- City/NH DOT hold public information meeting on design including Sargents Avenue connector in August 2001
- City receives earmark of \$16.083 million in federal funds which require a 20% match between 1998 and 2003
- City receives special earmark of \$11.97 million in 2001 which does not require match



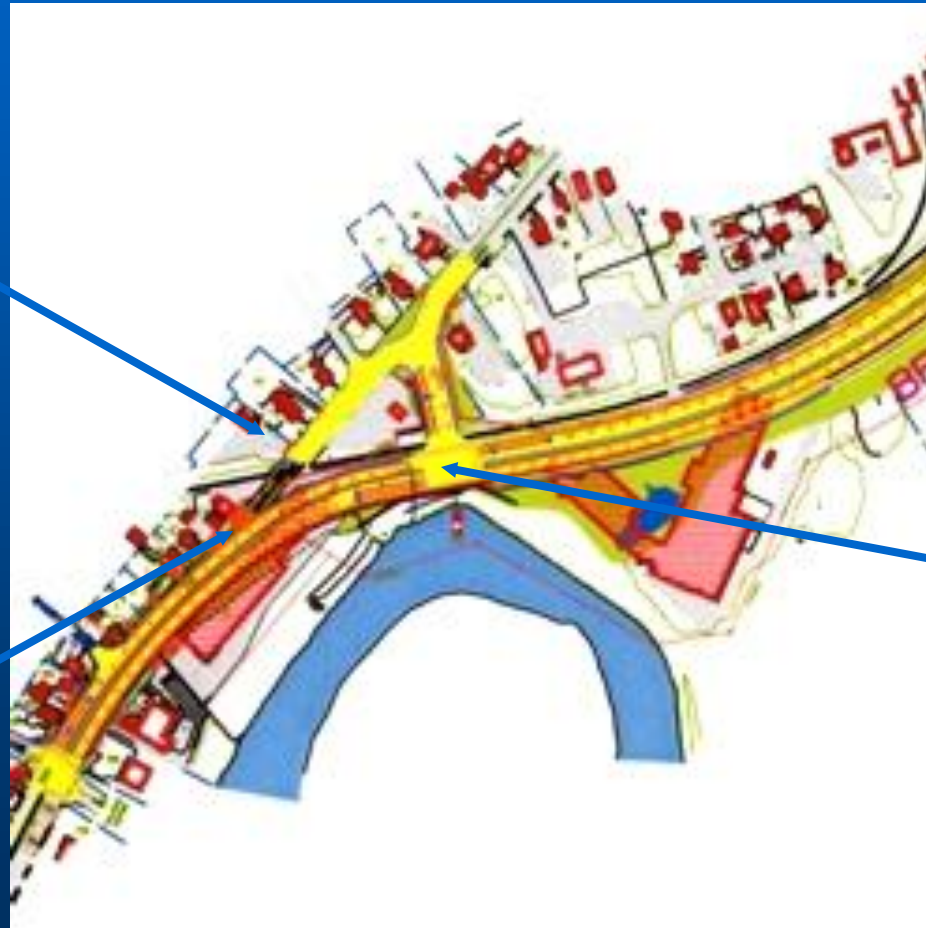
# 2001 Design



# 2001 Design – Broad St. area

Existing Broad Street ends at RR tracks.

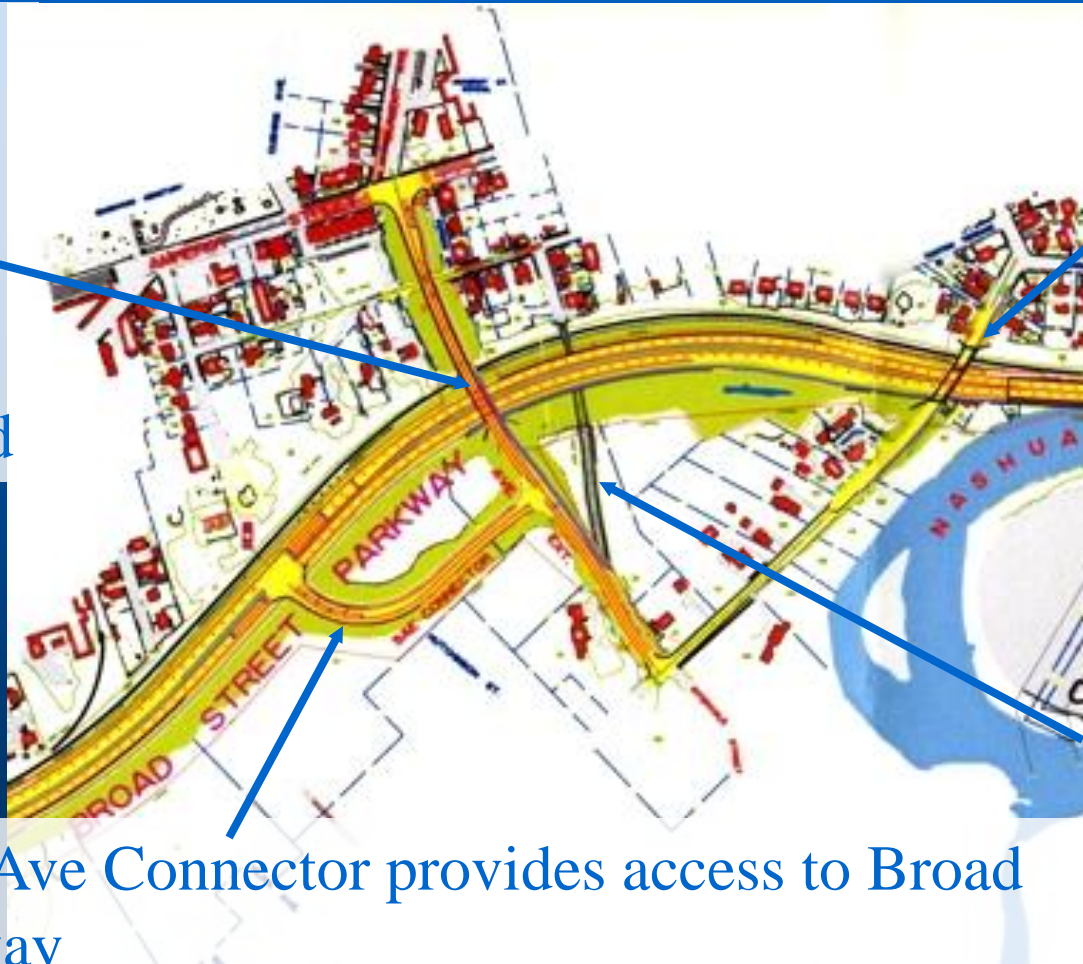
Parkway leaves existing Broad Street and parallel's RR tracks.



New signalized intersection connects Broad St. with Parkway

# 2001 Design – Little Florida area

Sargents Ave extension improves access to Little Florida neighborhood



New Fairmont Ave bridge improves access to Little Florida neighborhood

New bike/ped connection at Baldwin St.

Sargents Ave Connector provides access to Broad St. Parkway



# 2001 Design – Millyard area

New crossing of  
Nashua River

Signalized  
intersection with  
Pine St extended  
through Millyard

Boat ramp and  
bike/ped trail  
improve access to  
Mine Falls Park



Spine Road improves  
access to Millyard

Impact on historic  
structures in  
Millyard

# 2001 Design – Pine St/Hollis St.

Signalized intersection with Ledge St.

Patten Court connection improves access to neighborhood and parking

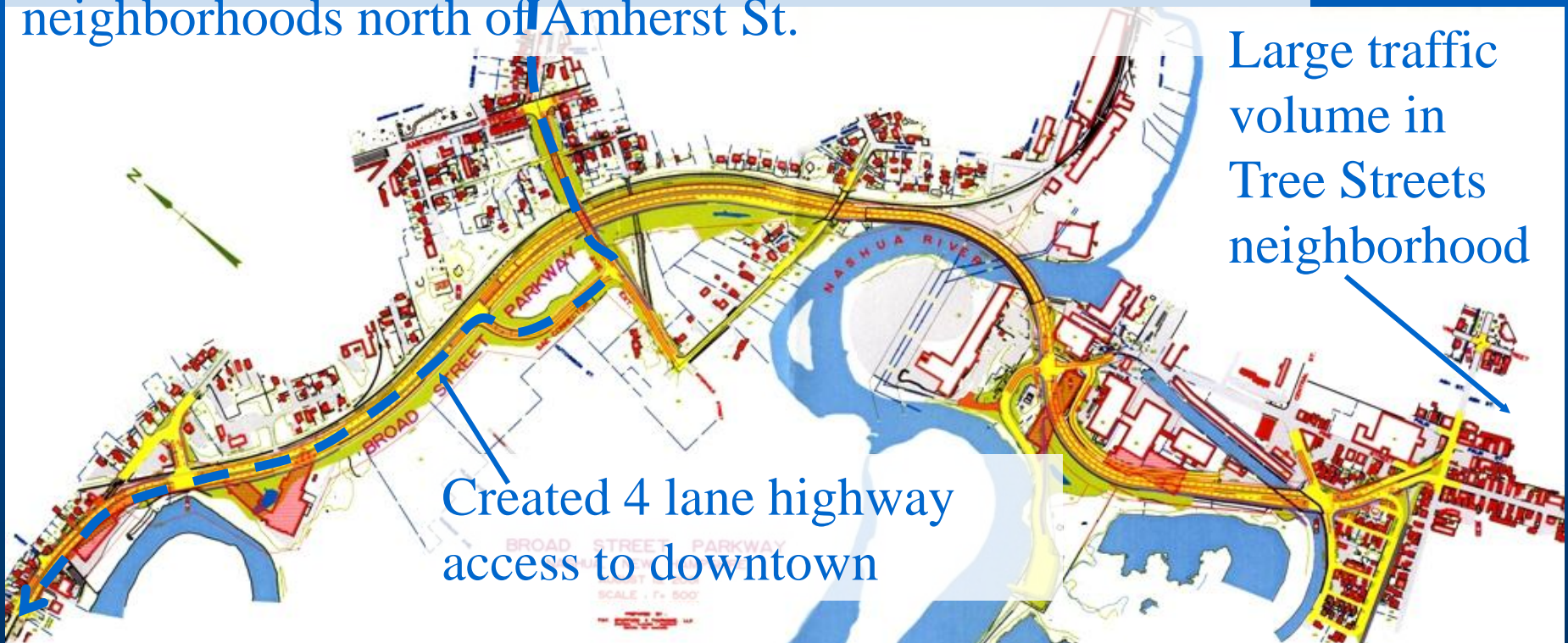


Revised Hollis St/Pine St intersection with free flow ramp to Broad St. Parkway

Pine Street converted to one-way south from Hollis St. to Kinsley St.

# Consequences of 2001 Design

Created short-cut for north-end traffic to FEE Turnpike; resulted in additional traffic in Little Florida and neighborhoods north of Amherst St.



# 2002-2003 Revision Process

- Issues were raised regarding the 2001 Concept by neighborhood representatives and city consultants for the Downtown Master Plan. Issues included:

- Traffic volumes
- Impact on Tree Streets neighborhood
- Impact of Sargents Ave Connection
- Project costs
- Integration of project into downtown



# 2002-2003 Revision Process

- Mayor Streeter appointed 16 member Broad Street Parkway Advisory Committee
- City received \$150,000 from NH DOT to study issues.
- NRPC provided \$19,100 toward study
- City initially provided \$18,500 toward study
- City later increased contribution by \$25,000 to allow study of other alternatives



# 2002-2003 Revision Process

- NRPC and Rizzo Associates to work together on study under direction of city with oversight by Broad Street Parkway Advisory Committee
  - NRPC provides travel demand modeling and project administration
  - Rizzo Associates provides traffic simulation and engineering analysis

# 2002-2003 Revision Process

- Three Phases:

- Update of travel demand model by NRPC
- Analysis of traffic impacts of 2001 Broad Street Parkway design using updated NRPC travel demand model and Rizzo traffic simulation
- Identification and analysis of project alternatives

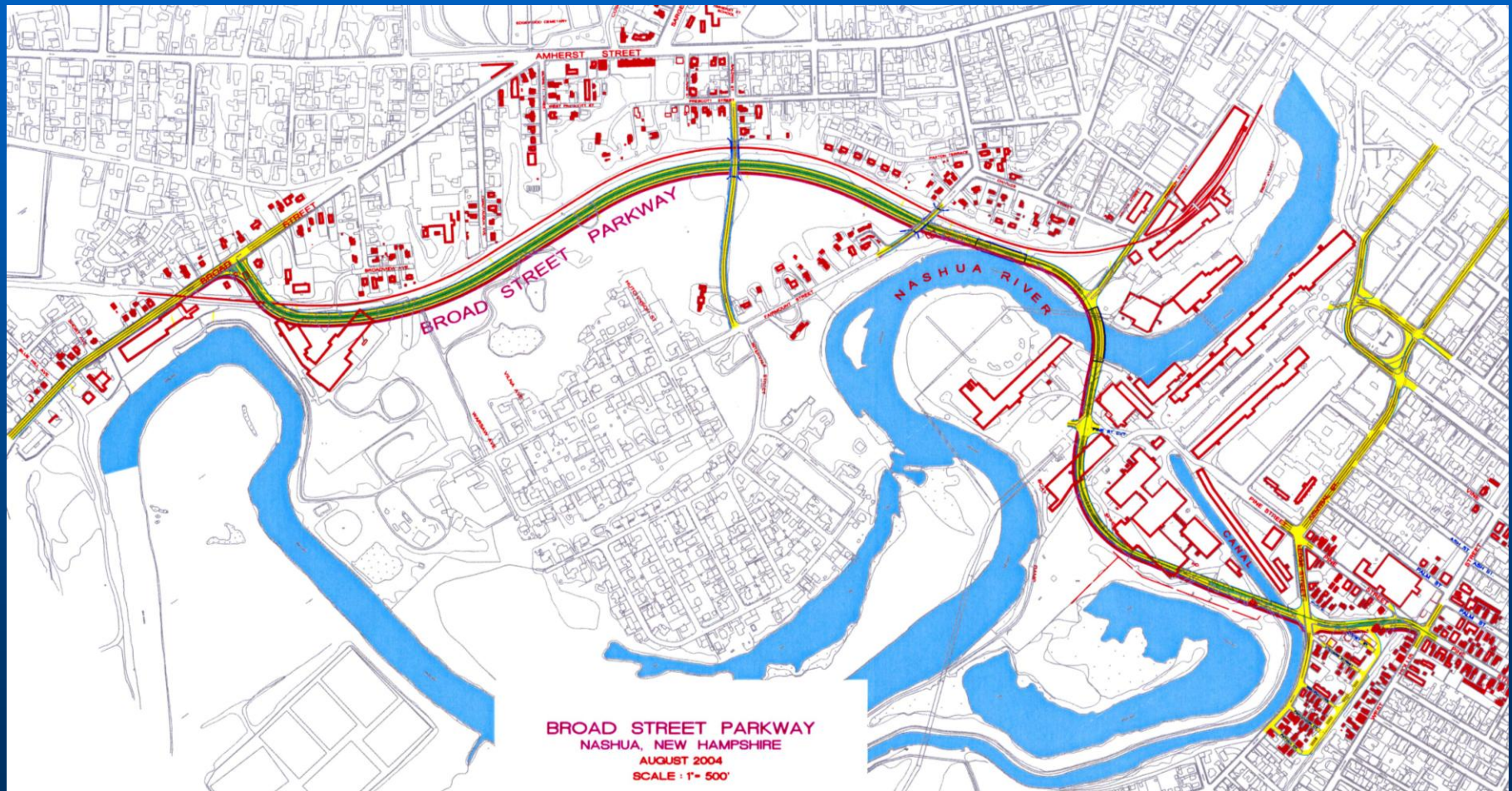
# 2002-2003 Revision Process

- Analysis of Alternatives: Over 40 revised alternatives were tested.
  - Four lanes were not necessary and increased traffic impacts in Tree Streets
  - Lower design speeds would allow project to fit into “tighter” spaces and save money.
  - Sargent Ave connection not necessary
  - Addition of connection to Franklin Street would help improve traffic
  - Changes in street system at Hellenic Circle would be beneficial

# 2002-2003 Revision Process

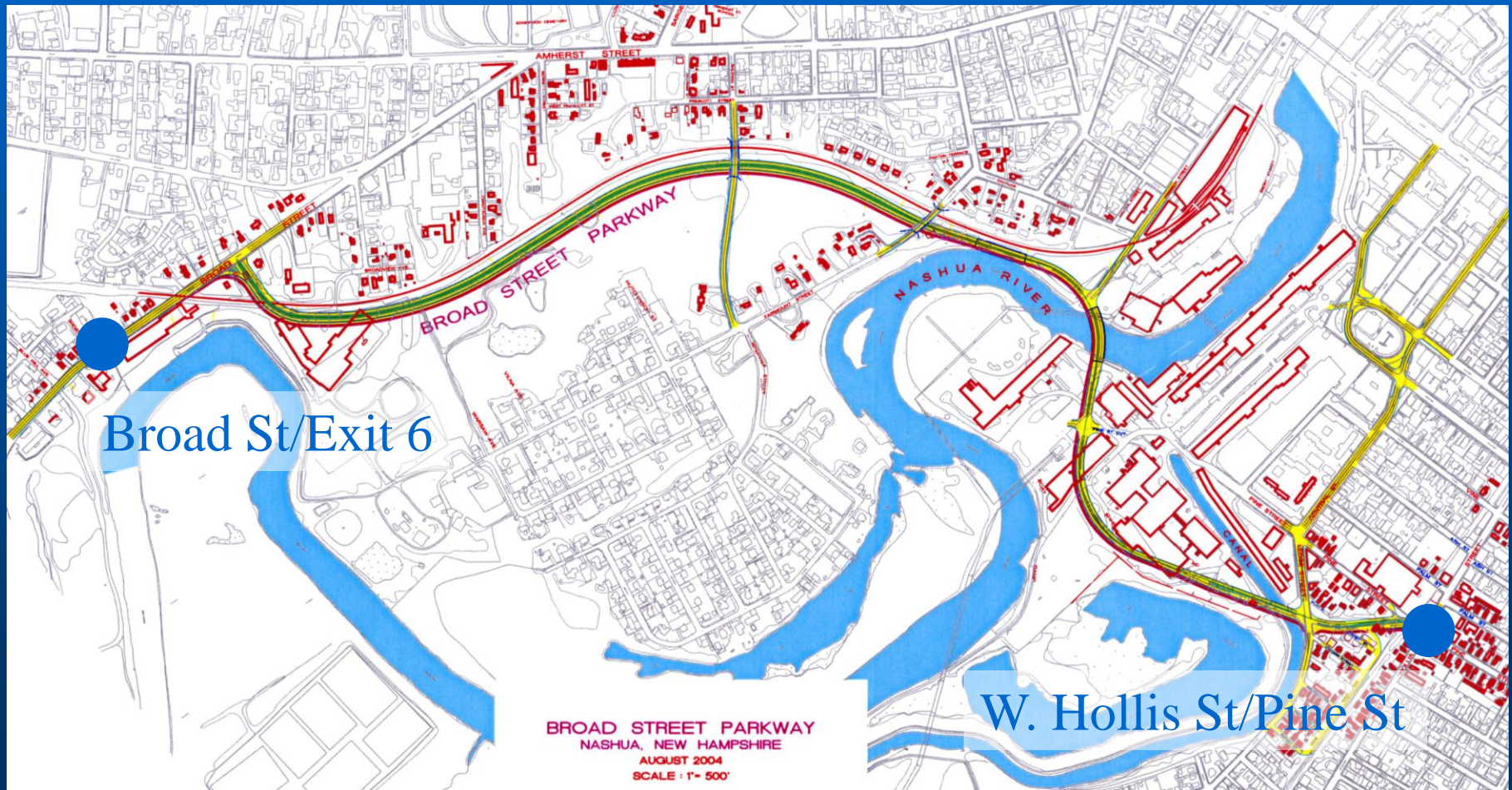
- Broad Street Parkway Advisory Committee unanimously recommended the revised alternative to Board of Aldermen in June 2003.

# Revised 2003 Broad Street Parkway Concept



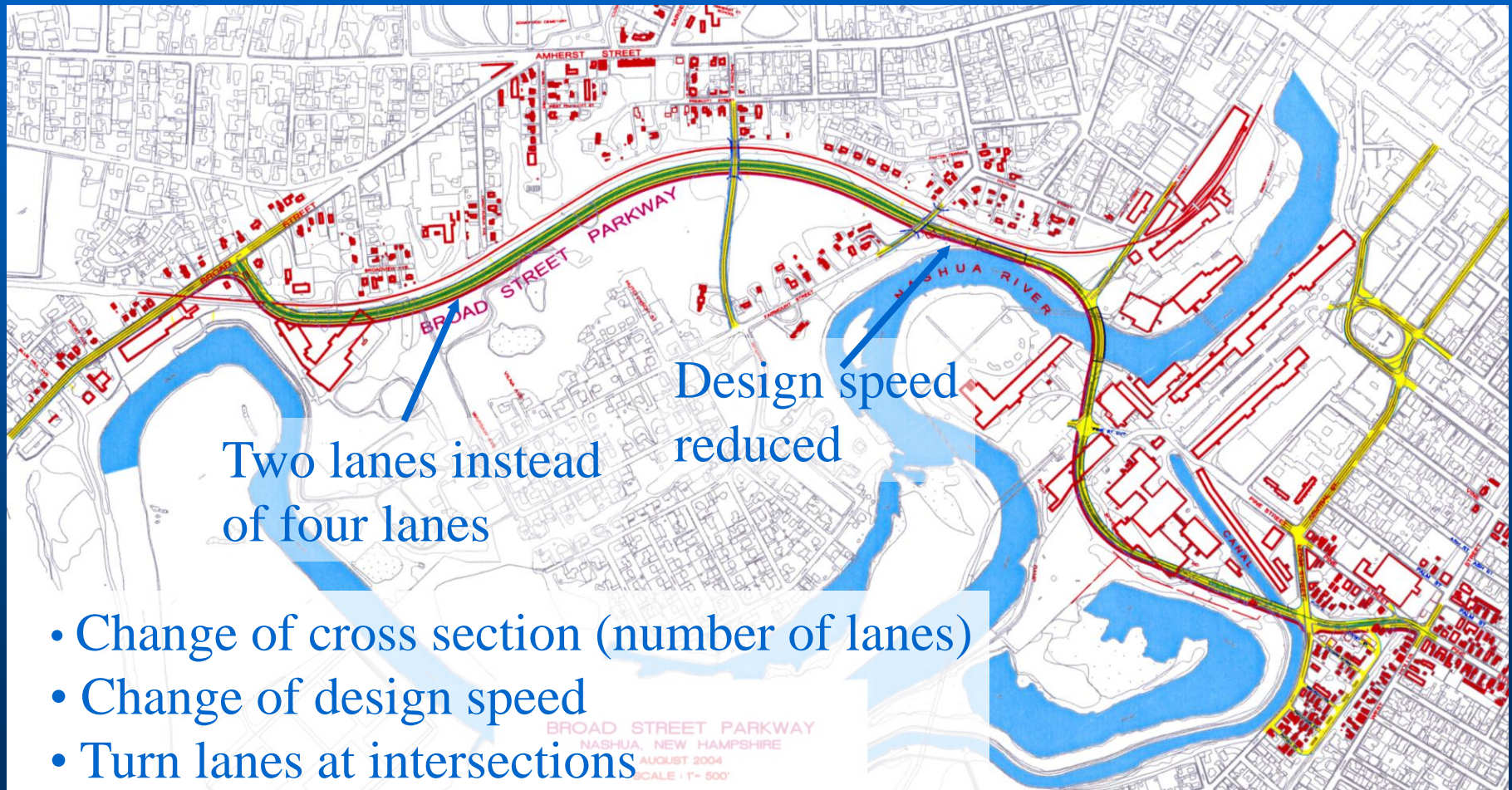


# Revised Broad Street Parkway Concept





# Revised Broad Street Parkway Concept





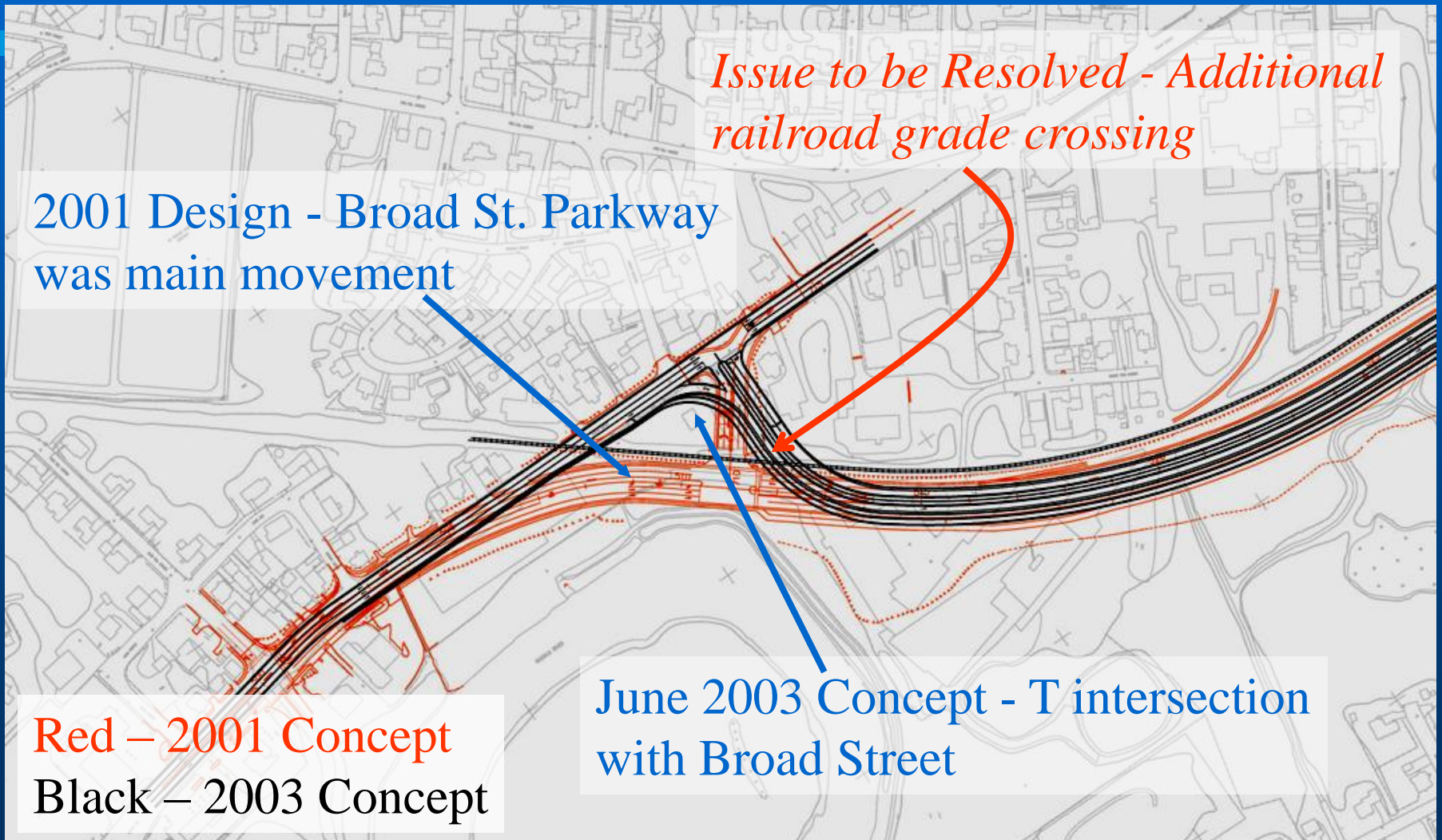
# Broad Street Intersection

2001 Design - Broad St. Parkway  
was main movement

*Issue to be Resolved - Additional  
railroad grade crossing*

Red – 2001 Concept  
Black – 2003 Concept

June 2003 Concept - T intersection  
with Broad Street





# Additional Access Point

*Issue to be Resolved -  
Alignment and right-of-way  
needs may change*

New Access Point

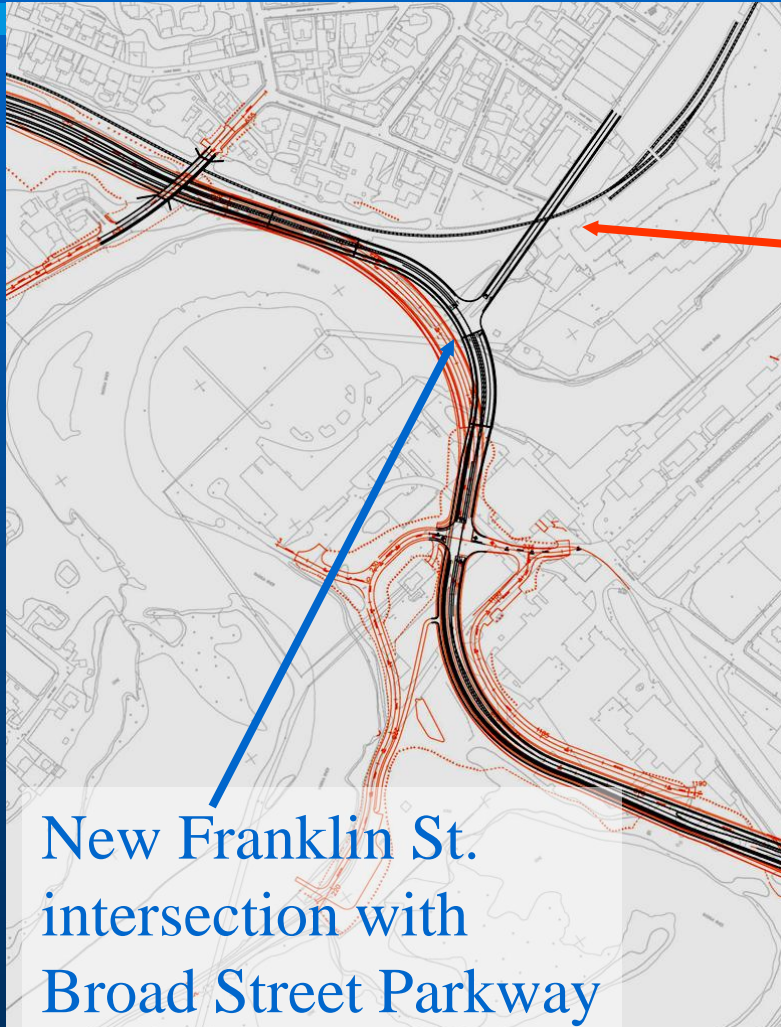
- Additional at-grade, signalized intersection
- To be developed when required

# Sargent Ave. Extension/Baldwin St. Bridge



- Sargent Ave. Extension removed from project
- Existing Baldwin Street Bridge to be replaced with new two lane bridge

# Franklin Street Extension

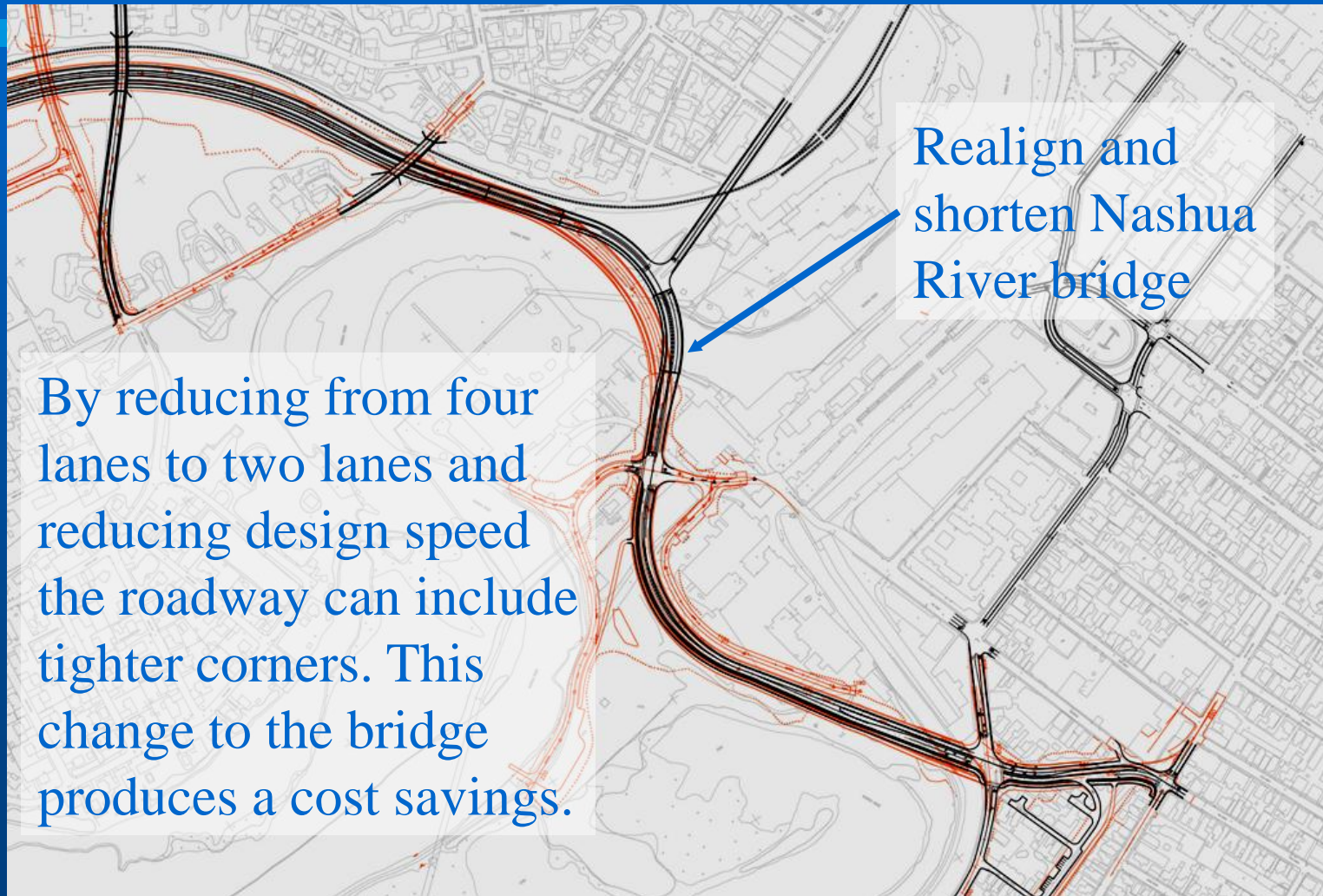


## *Issues to be Resolved -*

- *Additional railroad grade crossing*
- *Right-of-way*
- *Environmental impact*
- *Impact on surrounding properties*
- *Design of Franklin St.-Broad St. Parkway intersection*
- *Main St.-Franklin St. intersection*



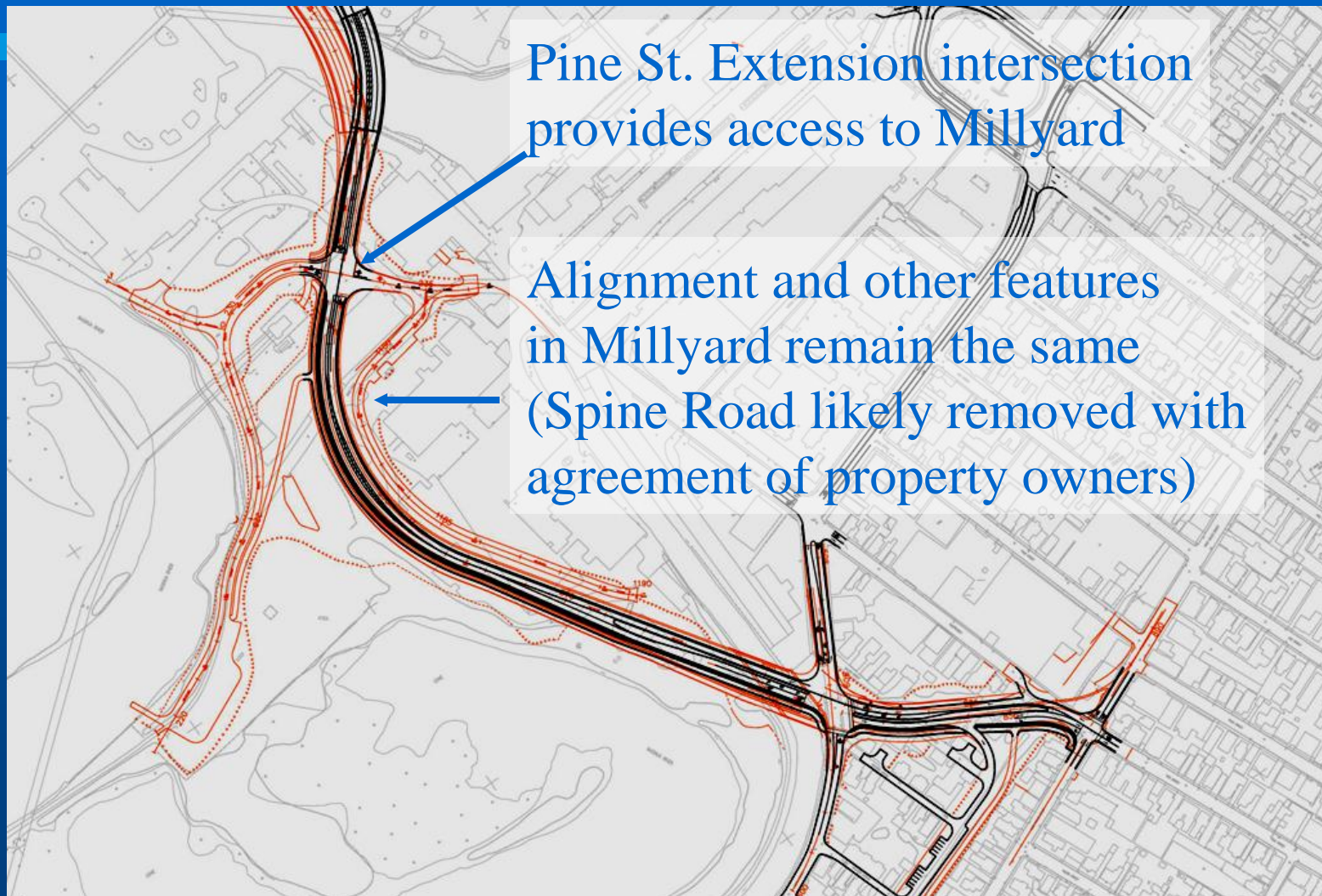
# Nashua River Bridge



By reducing from four lanes to two lanes and reducing design speed the roadway can include tighter corners. This change to the bridge produces a cost savings.

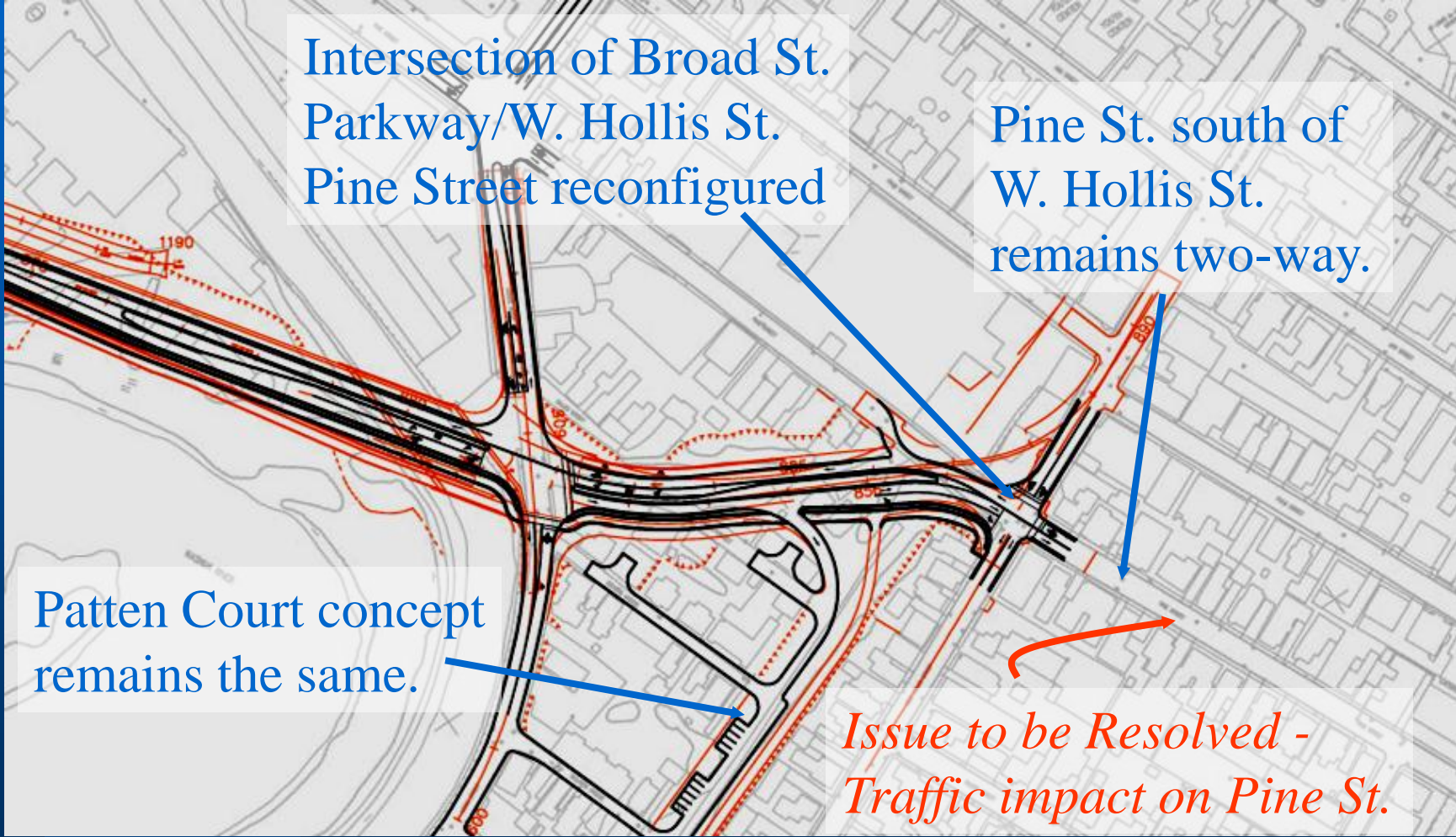
Realign and shorten Nashua River bridge

# Millyard





# South End



Intersection of Broad St.  
Parkway/W. Hollis St.  
Pine Street reconfigured

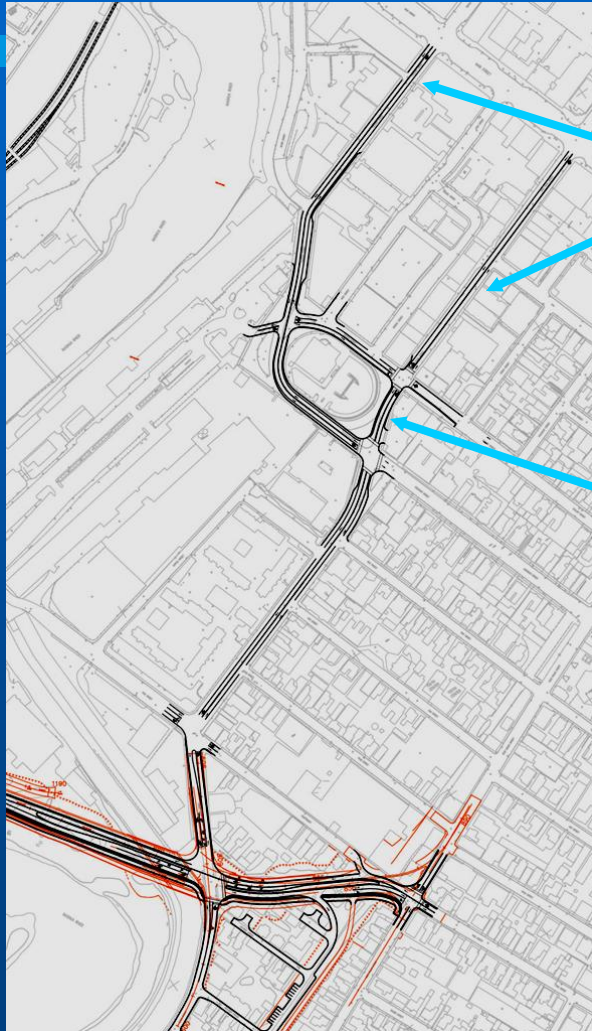
The map shows a street grid with several key intersections. Broad St. Parkway runs diagonally from the top left towards the center. W. Hollis St. runs horizontally across the middle. Pine St. runs vertically on the right side. A proposed reconfiguration of Pine St. is shown with red lines. A blue arrow points from the text box to the intersection of Broad St. Parkway and W. Hollis St. Another blue arrow points from the text box to the intersection of W. Hollis St. and Pine St. A red arrow points from the text box to the intersection of Pine St. and a street below W. Hollis St. A blue arrow points from the text box to a street labeled 'PATTEN COURT'.

Pine St. south of  
W. Hollis St.  
remains two-way.

Patten Court concept  
remains the same.

*Issue to be Resolved -  
Traffic impact on Pine St.*

# Revised Street System



Pearl Street, Factory Street and Temple Street converted from one-way to two-way traffic to improve access to Broad Street Parkway.

Hellenic Circle converted to two-way traffic and integrated into surrounding city street system.

# Federal Highway Administration Approvals Needed for New Concept

- Under federal law, this is really FHWA's project.
  - Review by FHWA - Required to receive FHWA approval before moving forward with June 2003 alternative.
- Two issues raised:
- Traffic modeling
  - Environmental



# Federal Highway Administration Approvals Needed for New Concept

- Traffic modeling - Reviewed with FHWA in September 2003 and approved in November 2003
- Environmental - FHWA has asked that NRPC put together an strategy for completing environmental review of the new alternative

# Federal Highway Administration

## Approvals Needed for New Concept

- Environmental (continued) – NRPC is waiting for approval of a contract for the environmental by the Governor and Executive Council.
- After approval of the contract we expect development of the environmental strategy to require 3 months.

# Federal Highway Administration Approvals Needed for New Concept

- Environmental (continued) - Once the environmental strategy is complete we will need FHWA approval.
- Then will work to carry out the environmental review that is required for the June 2003 revised project concept.

# Design Status of 2001 Alternative

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- Design Status – NH DOT design consultant FST ceased work on the design when the city began process to revise project concept
- All design work currently on hold
- FST continues to provide some assistance to NH DOT on other issues

# Municipal Management Agreement

- Agreement for Municipal Management - NH DOT has agreed to turn over management of the project to the City. The municipal management agreement must be approved by both the Board of Aldermen and the Governor and Executive Council.

# Municipal Management Agreement

- City Responsibilities in Municipal Management:
  - Oversee environmental per federal standards
  - Oversee design per federal standards
  - Oversee bidding and contracting

# Municipal Management Agreement

- City Responsibilities in Municipal Management (continued):
  - Oversee construction
  - Responsible for future maintenance
  - City controls schedule depending on availability of funds in 10 Year Plan

# Municipal Management Agreement

- NH DOT Responsibilities in Municipal Management:
  - Review plans, environmental documents, and construction contracts
  - Obtain authorization for federal funds
  - Reimburse City for invoiced costs as work is completed



# Municipal Management Agreement

- NH DOT Responsibilities in Municipal Management (continued):
  - Manage right-of-way acquisition process
  - Review any future changes to facility

# Right-of-Way

- NH DOT has agreed to continue to administer the right-of-way process under city direction.
- The revised project concept fits within the right-of-way that was to be used for the original project (with the exception of the Franklin Street Extension)

# Right-of-Way

- With this revised project concept there will not be any additional property takings.
- Everyone who will have property taken for Broad Street Parkway has already been contacted by NH DOT.

# Right-of-Way

- Since the revision process started the City and NH DOT work together to evaluate any property before it is taken to make sure it is necessary for the revised concept.
- Surplus property can be sold back once it is determined that it will not be needed. Money from such sales goes back to the Federal government.

# Current Funding

Fund Source	Federal	City
Bridge Funds (1988-1990)	\$8.0 million	
ISTEA (1992-1997)	\$1.2 million	\$0.3 million
TEA-21 (1998-2003)	\$13.0 million	\$3.3 million
Cong. Earmark (2001)	\$12.0 million	
STP-Urban	\$10.0 million	\$2.5 million
Total Funding	\$44.2 million	\$6.1 million

# 2003 Broad Street Parkway Concept

